

One good result has been arrived at in relation to the method of enforcing quarantine during the summer months. The reports in the local columns of this morning's Picayune show the conclusions which have been reached. It is enough for us to say here that with reference to certain branches of trade they seem to be satisfactory. At least we are told that they meet with the approval of the representatives of five or six of the lines trading with quarantined ports. It would be unfair not to notice and applaud the readiness with which Collector Badger entered into the plan for relieving the commerce of the city as far as his official position enables him to do so. Every facility possible on his part will be given for loading and unloading of vessels at quarantine, and he has already communicated with the Secretary of the Treasury on the subject of allowing vessels to enter and clear at that point, instead of New Orleans. The Board of Health anticipate that through this arrangement the quarantine can be effectively enforced without prejudice to commercial interests. These agreements, it is to be remarked, refer to vessels from quarantined ports. The interests engaged in traffic with those ports know now what they have to expect, and on what they may rely, and can make their dispositions accordingly.

But there is another and a very important point to be settled—that of vessels coming from European ports, but stopping, or supposed to stop at quarantined (not necessarily infected) ports. There is absolutely no reason for subjecting these vessels to the twenty days, probation of the quarantine. Take the case, for instance, of the steamers of the General Transatlantic Company. These are nominally to touch at St. Thomas, but will bring from that port neither freight nor passengers. They will not even communicate with the shore, except by landing their mail and passengers. There is no chance for these to become infected with yellow fever, even if yellow fever existed in St. Thomas. But yellow fever does not exist there. There is no more necessity to quarantine these vessels than to quarantine vessels coming from Liverpool or New York because they happen to take their course through the Gulf of Mexico. But if they must be quarantined their days of voyage at sea ought to be counted in the twenty days. Moreover the owners and agents of the line are entitled to know now what they have to expect. One of their vessels is now loading at Marseilles for this port. She ought to arrive here about May 15. But she will not arrive then, or at all, if a decided answer be not made at once to the application of the company for such an exemption as will enable them to keep up the line. Their enterprise is too important to the interests of this city not to be worth consideration. We trust that the board will appreciate these facts, and do something, by the exercise of their legal discretion, to facilitate these vessels in carrying on their trade with our port. If this is not done a large and important trade will be repelled for no beneficial purpose.

## Commerce With Quarantined Ports.

### Details of the Proposed Plan for Loading and Unloading Vessels at the Quarantine Station—Recent Interviews with the Collector of the Port in Relation to the Subject.

Mr. George H. Rea, President of the Mississippi Valley Transportation Company, and Mr. John A. Stevenson, the New Orleans general agent of that line, had an interview yesterday afternoon with the Collector of the Port in relation to the loading and unloading of vessels at Quarantine Station, or a few miles this side of that point.

Collector Badger informed them of the proposed arrangements with the committee of the Board of Health and the agents of lines running to quarantined ports, in relation to loading or unloading at either of those points, and had no doubt but that the President and agent of the Mississippi Valley Transportation Company could enter into the same plan, should it prove satisfactory.

Messrs. Rea and Stevenson considered the arrangement not only feasible but very satisfactory, in view of the strict quarantine regulations established, the only question to be determined, being what action the Board of Health would take relative to the passage of their loaded barges past the city on their return to St. Louis, as to the length of time imported cargoes would be detained at the Quarantine Station, before being allowed to be transferred for the return trip.

It is proposed either to moor the barges to the bank of the river, or take the barges alongside the vessels anchored in the stream for the purpose of loading for foreign ports. An elevator will be taken either to or above the Quarantine Station, which will remain there, together with the employees of the company, during the summer months.

The Collector is in communication with the Secretary of the Treasury to enter and clear vessels at quarantine instead of at New Orleans, as the regulations now require. This, with the proposed arrangements perfected, will enable the Board of Health to retain a most rigid quarantine system without the injury to the commerce of this port as was represented if such a proposition was not established.

The arrangements proposed seem entirely practicable, and have met with the approval of five or six of the lines in the city trading with quarantined ports, petitions from that number having been received from them by the Collector, requesting that this plan be adopted, which petitions have been forwarded by the Collector to the Secretary of the Treasury.

The Collector says it seems practicable to convey grain or other commodities for exportation down the river in boats or barges and anchor them in the stream, or moor them at the levee some miles above Quarantine Station; leave the barges there, without their crews, and bring their crews back to the city.

The vessel to be loaded could be then towed from Quarantine Station by tugs, (after having been thoroughly disinfected,) alongside of such barges, and loaded. The vessels could then be towed, or steam, as the case might be, down the river and proceed on the voyage.

Then the tug from the city could return for the barges, thus maintaining strict non-intercourse between New Orleans and Quarantine Station, whereby the crews of vessels from quarantined ports and the stevedores and others engaged in loading, etc., could not come in contact with each other.

Collector Badger says he has received none other than favorable interviews and communications from parties directly interested in tropical commerce, in favor of this plan, which he believes the Secretary of the Treasury will approve, as did also the committee from the Board of Health in the interview he held with Col. Hardee, Dr. Austin and U. N. Marks on Friday last.

It is proper to add here that the committee submitted their report to the Board of Health at the special meeting held yesterday morning, recommending the above proposition, and that the Board received and adopted the report. The details of the consummation of this arrangement will be completed at a future meeting of the board.

Col. Wrotnowski, the Government engineer, who has been superintending the construction and repairs at Quarantine Station, states that arrangements are about perfected for the loading and unloading of vessels at that point—a tramway connecting the wharf with the warehouse. The dimensions of the latter are 190 feet long, 59 feet 2 inches at the wings, 23 feet wide and 30 feet high. The warehouse is built of brick and is provided with concrete floors.

### The Case of the Transatlantique Line.

It having been reported that the Compagnie Generale Transatlantique would withdraw their steamships from commerce with this port if the quarantine regulation of twenty days' detention at the station was enforced, a representative of the Picayune waited yesterday upon Mr. L. Grand, agent of the company.

The reporter was allowed to read the following dispatch from the Paris bureau, signed by the President of the company:

PARIS, April 12—The steamship Caldera will transfer passengers and merchandise on lighters in Bay of St. Thomas without any communication with land. Will not take any coal. We wish to be informed positively that there will be no quarantine, otherwise will change destination of steamer. Telegraph us positively. PERIERE.

A few days ago there were published in the Picayune several communications from the agents to the Board of Health in relation to quarantine, the company stating that their steamers would cease to take on passengers or freight, and would not stop at Havana. The following was Dr. Choppin's answer to the last communication;

BOARD OF HEALTH, }  
New Orleans, April 11, 1879. }

To L. Grand, Esq., Agent Cie. Gle. Trans-que:

Sir—Your communication of the 10th inst. was laid before the Board of Health, at its meeting last night, and it was decided that your proposition could not be acceded to, inasmuch as the Island of St. Thomas is embraced among the ports included in the Governor's proclamation, and one exception made to the general rule would lead to similar requests from parties trading with other West Indian ports.

Not only the judgment of the Board of Health, but the sense of the majority of the citizens of New Orleans, as well as of the population of this great Valley of the Mississippi, demands the fullest test of the value of quarantine during the present season, and we have determined to give full effect to this means of prevention of a scourge which so lately desolated our land.

Respectfully, etc., SAM'L CHOPPIN.

President, etc.

This line of steamers, running from Marseilles to New Orleans, was only recently established. There are three steamships, one a month, which run from Marseilles via Barcelona, Cadiz, Teneriffe, St. Thomas and Havana, returning by the same route, Teneriffe excluded. As stated above, Havana was omitted from the ports touched at en route, and the steamers have even ceased to coal at St. Thomas, but will only put off passengers and merchandise by means of lighters.

The company also charters steamers to supply the coaling depots at St. Thomas, Port of France, and other points. These vessels, after discharging coal, come to this port empty for cargoes. One has just cleared, and the Lena and Tiber are on their way expecting to arrive, one on the 1st and the other on the 15th of May.

These steamers load with grain and cotton. The Ganges lately cleared with 44,000 bushels of grain and 2400 bales of cotton. It is alleged by the agents that if the twenty days' quarantine is enforced the steamers will go to Baltimore for grain, as they could not stand the delay at the station.

The Martinique leaves with seventy passengers to-day and carries the Havana mail, which closes at 1 o'clock. Formerly the passengers went by New York, which added much to the expense and caused a loss of time.

On the whole, the agents of the above company, while not objecting to the ordinary regulations for sanitary purposes, claim that an exception should be made in favor of their line, but the Board of Health has decided to make no exception.